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Fumigation of fruit vessels—Medical inspectors on fruit vessels bound for Mobile.

AUGUST 8, 1905.

When steamer *Imperator* sails for New Orleans on the 9th or 10th of this month holds and living apartments shall be fumigated—the former just prior to the loading of fruit, and the latter before vessel sails—according to instructions.

All the Mobile ships are to have a marine medical inspector on board from now on. The first steamer to carry an inspector was the steamship *Imperator*, which arrived here August 4.

This Mobile inspector is not a physician. His duties consist simply in keeping a daily record of the pulse and temperature of the crew, but his presence on board insures the observance of the quarantine regulations that prohibit unnecessary communication between the ship and the shore. Up to the present time the enforcing of this regulation has been almost impossible.

Notices posted relative to certificates for passengers—Yellow fever in Leon and Managua.

AUGUST 8, 1905.

Upon my arrival here, April 1 last, I posted a notice in the steamship company's office, for the benefit of passengers, informing them that they must report to me for a certificate five days prior to departure of a steamer.

Yesterday I again posted a similar notice and caused other notices to be displayed in the local hotel and in several public places about the town. The reason for posting of these extra notices, with the regulations of the Service more clearly set forth, is that the steamship company has decided for their own protection not to issue tickets to prospective passengers unless these shall have applied for passage five full days prior to the sailing of a steamer, no matter where the applicant may come from. This ruling, which is in accordance with Public Health and Marine-Hospital Service regulations, but not with the Louisiana State board's quarantine laws, that require a two days' detention only, places upon your representative the sole responsibility, or at least the better part of it.

The report of the existence of yellow fever in Leon and Managua, Nicaragua, and in other cities in the interior is confirmed by each new arrival in Bluefields. It is this that has prompted the steamship company to protect themselves by demanding that all passengers shall have been here in Bluefields 5 days prior to the sailing of a steamer.

The general sanitary and health conditions of this port and vicinity remain good and with only a small death rate.

Report from San Juan del Norte—Quarantine against ports of Panama.

Consul Ryder reports, July 10, as follows:

All ports in this Republic have been closed to vessels from the south which have touched at ports in Panama.

This precautionary measure was taken by President Zelaya on June 28, for the reason that bubonic plague had been reported in the Republic of Panama.

I have further to inclose a translation of the decree proclaiming the closing of the ports of Nicaragua to vessels from Panama.

[Inclosure.]

Decree proclaiming the ports of Nicaragua closed to vessels from ports of Panama.

BY THE PRESIDENT OF THE REPUBLIC.

Considering that information having been received of the appearance of bubonic plague in the city of Panama, and that it is the duty of the Government to take such convenient and effective measures as may prevent the epidemic from gaining a foothold in this country;

Therefore the President, in the exercise of his powers, decrees:

ARTICLE 1. To close the ports of the Republic to all vessels arriving from the south that have touched at any of the ports in the Republic of Panama.

ART. 2. The port authorities are hereby charged with duly enforcing the present decree, which becomes operative upon its publication.

Managua, June 28, 1905.

PANAMA.

Report from Colon—Yellow fever on the Isthmus—Sanitary work—Mortality—Prevalence of malarial fever—Inspection and fumigation of vessels—Malarial fever on steamship Alliança.

Acting Assistant Surgeon Mohr reports, August 7 and 8, as follows:

During the week ended August 7 new cases of yellow fever, and deaths, were reported as follows: In Panama, 4 cases, no deaths; in Colon, 3 cases, 1 death.

According to official reports the following number of cases of yellow fever, and deaths therefrom, have occurred on the Isthmus during the month of July, 1905: Panama, including cases brought in from points on the line, 18 cases, 8 deaths; Colon, 12 cases, 4 deaths.

A great deal of good work in the way of filling in streets and draining low places, hitherto impassable during the rainy season, in the town, has recently been done by the sanitary department.

The total number of deaths from all causes, officially reported in the municipalities of Colon and Cristobal, with an officially estimated population of 9,972, during the month of July was 72, excluding stillbirths.

Malarial fever has been very prevalent among the negroes and natives and is no doubt responsible for a large proportion of the deaths. Recently large numbers of native Colombians have been brought to the Isthmus as contract laborers from Cartagena. Such as come from the interior of Colombia are peculiarly susceptible to both malaria and yellow fever.

During the week ended August 5, 1905, the following-named vessels cleared for ports in the United States and were granted bills of health:

American steamship *Alliança* for New York, August 1, with 67 crew and 85 passengers.

British steamship *Beverly* for New Orleans, via Limon, August 1, with 42 crew and no passengers.

British steamship *Darien* for New Orleans, via Mexican ports, August 5, with 46 crew and 17 passengers.

Norwegian steamship *Saphir* for New Orleans, August 5, with 20 crew and no passengers.

The steamships *Beverly* and *Saphir*, bound for New Orleans, were fumigated in the open harbor prior to sailing.

Four passengers, with temperatures ranging from 101° to 103° F., were detained from taking passage on the steamship *Alliança* and sent to the hospital for observation. All of these cases have since proven to be malarial fever.